

The China Mail.

Established February, 1845.

VOL. XLIV. No. 7766.

英一千八百八十八年七月十四號

HONGKONG, SATURDAY, JULY 14, 1888.

戊午六年六月初六日

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 39, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WELLS, 151, Cannon Street, E.C.

PARIS.—AMEDEE PRINCE & Co., 33, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CYPRUS.—W. M. SMITH & Co., THE APOTHECARY ON, Cyprus.

SINGAPORE, SINGAPORE, & CO., Square, Singapore. O. HEINZEN & Co., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Santos, QUELION & Co., Amoy, N. MOALE, FOSHAN, HEDGE & Co., Shanteh, LANE, CRAWFORD & Co., KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,900,000
RESERVE LIABILITY OF PRO. \$7,500,000
CREDITORS.....

COURT OF DIRECTORS.
Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, S. C. MICHAELSEN,
Esq.
W. G. BODIE, Esq.
H. L. DALMYPLE, N. A. SIERS, Esq.
B. LAYTON, Esq.
Hon. A. P. MCLEWEN.

CHIEF MANAGER
Hongkong—THOMAS JACKSON, Esq.
MANAGER
Shanghai—EVAN CAMERON, Esq.
LONDON BANKER—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

ON Fixed Deposits—
For 3 months, 2 per cent. per annum.
" 12 " 4 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial place in Europe, India,
Australia, America, China, etc., Japan.

T. JACKSON,
Chief Manager.
Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$650 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings Bank having \$100 or more of their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

Intimations.

Mr. H. F. Hayllar,
ARCHITECT AND CIVIL
ENGINEER.
No. 9, QUEEN'S ROAD,
near Ice House Street.

Hongkong, July 2, 1888. 1068

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS, etc., sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLES, Secretary.

Hongkong, August 25, 1888. 1498

Intimations.

THE HONGKONG HIGH LEVEL
TRAMWAYS COMPANY,
LIMITED.

THE Public are respectfully informed
that the PEAK TRAMWAY was
OPENED for Public TRAFFIC on WED-
NESDAY, 30th May.

WEEK DAYS.

THE CARS RUN as follows between St.
John's Place and VICTORIA GATE:

8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " 8 " quarter of an hour.

SUNDAYS.

8 past 12 to 4 past 1 o'clock every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets may be obtained in the Cars.

GENTLEMEN are requested NOT TO
SMOKE in the Middle Compartment.

Tickets for 30 trips up and 30 trips down,
First-class, at \$12.00; and Tickets for six
trips up and six trips down, at \$2.50; Five-Cent Coupons and REDUCED TICKETS
may be obtained at the Office of the GENERAL
MANAGERS.

Hongkong, June 14, 1888. 979

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE
TO
LONDON VIA MARSEILLES

JAPAN AND CHINA.

ON the 19th May, at Noon, and FORT-
NIGHTLY thereafter, until further
Notice, the Company will maintain a
DIRECT SERVICE between HONG-
KONG and LONDON, VIA MAR-
SELLES.

This improved service will abolish all
TRANSPORTS, and it is intended that it
shall maintain a high reputation for quick
transit, careful delivery of cargo, and for
passenger accommodation and cuisine.

The attention of passengers is specially
called to the greatly improved Second-
class accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, June 25, 1888. 1030

Business Notices.



LANE, CRAWFORD & CO.

HAVE the pleasure to inform the Community of Hongkong and neighbouring Ports
that they have made arrangements in Foochow for a SUPPLY of their MIX-
TURE of the CHOICEST NEW TEAS,

'THE CUMSHAW MIXTURE'

which in the course of many years, has acquired a deservedly high reputation, as evidenced
by the large demand for use here, the appreciation shown by friends at home to whom it has been sent, and the numerous orders received for it from Old Hongkong
Residents in the Colonies and elsewhere.

Messrs. LANE, CRAWFORD & Co. undertake to deliver this acceptable
PRESENTS to FRIENDS in the United Kingdom, FREE OF ANY CHARGE on the home
side, at

Per ... 10-Catty Box... \$12.00.
Per ... 5-Catty Box ... \$7.50.

Orders are solicited for this Choice Tea, which will be forwarded by First Steamer,
on receipt of instructions.

Hongkong, July 18, 1888. 1031

STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM
THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.
TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINE, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 25, 1888. 607

victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS EXQUISITE and well-appointed Establishment, situated in one of the most central
and airy positions in the Colony and commanding a splendid view of almost the
entire harbour and within five minutes' walk of the principal Government
Offices (including the Post Office), Banks, &c., has recently been much en-
larged and improved and is now one of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most
comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,
large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, BILLIARD
and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.

Messrs. DORABEE & HING KEE,
Proprietors.

Hongkong, September 16, 1888. 1612

W. POWELL & CO. GENTLEMEN'S OUTFITTING DEPARTMENT.

JUST RECEIVED

NEW BOOTS AND SHOES.
New Tennis Shoes.
Boating Shoes.

Patent Leather and Dress Shoes.

Canvas and Rubber Shoes.

Gloves and Leggings.

Rain Coats and Umbrellas.

White & Colour Pocket Handkerchiefs.

W. POWELL & Co.

1144

J. MARINBURK, COLLEGE CHAMBERS,

BEGS to inform the Public that he has made GREAT
REDUCTIONS IN PRICES

OF FURNITURE AND UPHOLSTERING IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes
and Materials. Guarantees all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

NEW GOODS.

TALL SILK HATS.
" DRAB FEEL HATS.
BLACK, BROWN, DEAF and
GREY HARD FEEL HATS.
TERAI and other SOFT FEEL HATS.

TWEED HATS and CAPS in
bow shapes.

STRAW and PITH HATS.

SILK UMBRELLAS, from \$5,
over 10 to choose from.

WALKING STICKS, a very
large assortment.

WATERPROOF COATS, LEG-
GINGS and CHAIR APRONS.

TRAVELLING RUGS & SCOTCH
MATS.

OVER COATINGS, light and
heavy.

OVER COATINGS, Ulster
Tweed.

READY-MADE ULSTERS IN
STOCK.

SOLID LEATHER PORTFOLI-
EATS.

OVERALL TRUNKS, GLAD-
STONE BAGS, and a variety of
COATINGS.

FANCY and CHECK TWEED
SUITS.

STUFTINGS, in a great
variety of stripes, checks,
&c.

CRICKETING FLANNELS, in
checks, stripes & plain.

FRANC FRIED SHIRTINGS.
Underwear FLANNEL

SHIRTINGS.

PATENT LEATHER BOOTS and
SHOES.

DANCING POINTS, all sizes.

LARGE STOCK OF SCARFS, TIES,
HANDKERCHIEFS, BRACES.

ROBT. LANG & CO.

Hongkong, February 21, 1888. 235

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

BY E. H. PARKER.

Can be obtained from KELLY & WALSH

at Shanghai and Hongkong, at LANE,
CRAWFORD & CO., Hongk

Entertainments.

THEATRE ROYAL.
MONDAY NEXT, 16th July.THE AMERICAN MUSICAL COMEDY & OPERA COMPANY.
Directors: Mr. PEMBERTON W. WILLARD,
John F. SHERIDAN.
Will make their first appearance above in
ALICE, CELLIER'S SUCCESSFUL COMIC OPERA.
D. R. O. T. H. Y.COST OF CHARACTERS.
Geoffrey Wilder—Mr. Charles Fisher.
Harry Sherwood—Mr. M. Inman.
Squire Bantam—C. Sutcliff.
John Tuppit—H. Hassell.
Tom Strutt—Whiffen Cripps.
Lorcher—John F. Sheridan.
Dorothy Bantam—Miss Maude Hale.
Lydia Hawthorne—Mrs. Morrison.
Phyllis—Grace Whiteford.
Lady Betty—Vera Paley.
Lady Plunkett—Nellie Arline.
Mrs. Privett—Eva Leamington.
Act I.—H. P. GARDENS. Act II.—CHAM-
CELLIER HAL. Act III.—THE ROUND COFFEE
Conductor—Mr. S. A. ROBERSON.Subscription Nights—Monday, Thursday, and Saturday.
The Directorate guarantees twelve distinct productions and no repeat on any Subscription Night. Season Ticket for the series, \$24.To Season Ticket Holders.
MONDAY & WEDNESDAY, July 16th & 18th—DOROTHY.
THURSDAY, July 19th—MARITANA.
SATURDAY, July 21st—Farce Comedy
THE ARABIAN NIGHTS.

Prices \$3, \$2, and \$1. Plan at Messrs KELLY & WALSH, Ltd. The Plan for the first performance will be open on Saturday morning.

TRAIN from PEAK 8.45 p.m., return
MIDNIGHT.All communications to PEMBERTON W. WILLARD, Hongkong Hotel. Panel Portraits of the Company by the Celebrated Victor Waye, on view at Messrs KELLY & WALSH, Hongkong Hotel, &c.
Hongkong, July 13, 1888. 1172

TO-DAY'S ADVERTISEMENTS.

WOODYEAR'S ROYAL
AUSTRALIAN CIRCUS.THIS EVENING,
the 14th July, 1888.ANOTHER CHANGE OF
PROGRAMME.
MORE NEW NOVELTIES.FIRST TIME OF MADAME DENNY,
THE TWO OTELLOS.SHIPWRECKED SAILOR.
COMIC EQUESTRIAN SCENE
PETE JENKINS.TO-NIGHT!
TO-NIGHT!!Prices of Admission:
Private Boxes containing Six Chairs \$12.00
Single Chairs in Boxes 2.00
Dress Circle Chairs 1.50
Stalls (Carpeted Seats) 50
Pit 25

Children under 12 years of age and Naval and Military in Uniform Half-price to all parts except to Pit.

N.B.—No European will be admitted to the Pit.

Boxes and Seats can be reserved at Messrs KELLY & WALSH, Ltd.

ROB. LOVE,
General Agent.

Hongkong, July 14, 1888. 1173

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUL.

The Co.'s Steamship
Formosa, Captain HALL, will be
despatched for the above
Ports on MONDAY, the 10th Instant, at
3 p.m.For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, July 14, 1888. 1175

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Name, Captain Pocock, will be
despatched for the above
Ports on TUESDAY, the 17th Instant, at
Noon.For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, July 14, 1888. 1176

NAVIGAZIONE GENERALE
ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES)STEAM FOR
SINGAPORE, PENANG & BOMBAY.
Having connection with Company's Mail
Steamers to ADEN, SUZU, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
and GENOA; all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTH AMER-
ICAN Ports, up to CALLAO. Taking Cargo
at through rates to PERSIAN GULF
and BAGDAD.The Co.'s Steamship
Bisagno, Capt. TOONASSO, will be
despatched as above on
THURSDAY, the 10th Inst., at 10 a.m.
At BOMBAY the Steamers are discharging
in Prince's Docks.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, July 14, 1888. 1177

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship
General Werder,
Capt. W. von SCHUCK-
MANN, will leave for
the above Ports on TUESDAY, the 17th July,
at Noon.For Freight or Passage, apply to
MELOHERS & Co.,
Agents.

Hongkong, July 14, 1888. 1179

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA Suez CANAL.

The Co.'s Steamship
Ajax.Captain RILEY, will be
despatched as above on
SATURDAY, the 21st Instant, at 4 p.m.Passengers for Europe desiring to proceed
OVERLAND, can on application to the Under-
signed, have their Tickets endorsed for
a hundred in exchange for Coupon
Tickets to Marseilles (by Transatlantic
Company's express boats), and thence to
PARIS or LONDON. Algiers is 28 hours
steamer from Marseilles, and thence to Lon-
don occupies about the same time.For Freight or Passage, apply to
BUTTERFIELD & SWINE-
FIELD.

Hongkong, July 14, 1888. 1177

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-first Ordinary Half Yearly
MEETING of SHAREHOLDERS in the
Company will be held at the Office of the
Company, No. 7, Queen's Road Central, on
FRIDAY, the 3rd August, at 12 o'clock
(noon), for the purpose of receiving a
Report of the Directors, together with a
Statement of Accounts, declaring a Dividend,
and electing Directors and Auditors.The Transfer BOOKS of the Company
will be CLOSED from 21st Instant to 3rd
August, inclusively.By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, July 14, 1888. 1174

SHIPPING.

ARRIVALS.

July 13, 1888—

Orestes, British steamer, 1,324. J. W.
Houltcham, Amoy July 12, General.BUTTERFIELD & SWINE-
FIELD.

July 14—

Alice, German steamer, 400. Samuelson,
Patchi July 10, and Hoitow July 13,
General.—WIELER & Co.Canton, British steamer, 1,110. J. BRE-
MER, Shanghai July 10; General.—JARDINE,
MATHESON & Co.

SHIPPING REPORTS

The British *Orestes* reports:—Had light and variable winds, and fine
weather.The British steamer *Calton* reports:—Had to anchor through dense fog for 10
hours inside Steep Island; from there moderate
and fresh North-Easterly winds and
fine weather.The British steamer *Namoa* reports:—From Foothow to Amoy, Swatow and
Hongkong, light variable wind and Easterly swellNamoa, British steamer, 803. T. G. Pocock,
Foothow July 19, Amoy 11, and Swatow
13, General.—DOUGLAS STEAMSHIP Co.Triumph, German steamer, 74. P. Moes,
Boitow July 13, General.—WIELER & Co.Heier, German steamer, from Whampoa
throughout. Steamers in Foothow, Tsinan,
Hsien and Amoy. Steamer in Amoy,
Fiduo. Steamer to Swatow, Cheung Hoek
Kien, Chiyuan and Tsinan.

POST OFFICE NOTICES.

MAILS will close—

July 14—

Chia, for Haiphong.
Wuwei, for Bangkok.

Frei, for Haiphong.

Diamond, for Amoy and Shanghai.

Pekin, for Europe, &c.

Haiphong, for Siam.

Lo, for Shanghai.

Met platz, for Nagasaki.

Vicks, for Manila.

Tupian, for Foothow and Sydney.

Wangtang, for Singapore and Calcutta.

Cleared.

Glenearn, for Shanghai.

Thales, for Coast Ports.

Triumph, for Saigon.

Heier, for Tsinan.

Orates, for Singapore and London.

Cicero, for Saigon.

Fushiki Maru, for Kuchinotzu.

Atina, for Swatow.

ARRIVED.

Por Orates, from Amoy, Mr. McClure,

at 4.30 Chinese.

Por A. Wong, 57 Chinese.

Por C. Smith, and 24 Chinese.

Por A. Wong, from Coast Ports, Mr. Scott,

Rev. Mackenzie, and 176 Chinese.

Por G. Green, for Bangkok, 1 European,

and 43 Chinese.

Por K. Lee, for Shanghai, 20 Chinese.

Por Frei, for Haiphong, 2 Europeans,

and 30 Chinese.

Por Diamond, for Amoy, 75 Chinese.

Por Wangtang, for Singapore, 2 Europeans,

and 76 Chinese.

Por Cicero, for Saigon, 12 Chinese.

Por Atina, for Swatow, 100 Chinese.

ARRIVED.

Por Glenearn, for Shanhai, 1 European.

Por Thales, for Coast Ports, 200 Chinese.

Por Triumph, for Saigon, 20 Chinese.

Por Orates, for Singapore, 2 Europeans,

and 71 Chinese.

Por Cicero, for Saigon, 12 Chinese.

Por Atina, for Swatow, 100 Chinese.

ARRIVED.

Por Glenearn, for Shanhai, 1 European.

Por Thales, for Coast Ports, 200 Chinese.

Por Triumph, for Saigon, 20 Chinese.

Por Orates, for Singapore, 2 Europeans,

and 71 Chinese.

Por Cicero, for Saigon, 12 Chinese.

Por Atina, for Swatow, 100 Chinese.

ARRIVED.

Por Glenearn, for Shanhai, 1 European.

Por Thales, for Coast Ports, 200 Chinese.

Por Triumph, for Saigon, 20 Chinese.

Por Orates, for Singapore, 2 Europeans,

and 71 Chinese.

Por Cicero, for Saigon, 12 Chinese.

Por Atina, for Swatow, 100 Chinese.

ARRIVED.

Por Glenearn, for Shanhai, 1 European.

Por Thales, for Coast Ports, 200 Chinese.

Por Triumph, for Saigon, 20 Chinese.

Por Orates, for Singapore, 2 Europeans,

and 71 Chinese.

Por Cicero, for Saigon, 12 Chinese.

Por Atina, for Swatow, 100 Chinese.

ARRIVED.

Por Glenearn, for Shanhai, 1 European.

Por Thales, for Coast Ports, 200 Chinese.

Por Triumph, for Saigon, 20 Chinese.

Por Orates, for Singapore, 2 Europeans,

and 71 Chinese.

Por Cicero, for Saigon, 12 Chinese.

Por Atina, for Swatow, 100 Chinese.

ARRIVED.

Por Glenearn, for Shanhai, 1 European.

Por Thales, for Coast Ports, 200 Chinese.

Por Triumph, for Saigon, 20 Chinese.

Por Orates, for Singapore, 2 Europeans,

and 71 Chinese.

Por Cicero, for Sa

Leuso Tawn, one of the somewhat numerous class of Chinese gentlemen whose favourite pastime is snatching jewellery from the unprotected female on the street, had a rather embarrassing interview with Mr. Scrimgeour Smith, in the Police Court this morning. The magistrate was informed that a Tawn had snatched a gold *taiping* of the value of \$80 from the head of a woman named Leung Ah in Queen's Road yesterday. The complainant's story was backed up by the evidence of a companion and a Sich policeman. Although accused gave an ingenious explanation of the circumstances under which things had been snatched, an appearance against an innocent man, he had to be told that it would be six months' hard labour entailed by two whippings with the rattan, each whipping to consist of fifteen strokes.

At the instance of Mr. R. A. Apes, Kwok A Hing, unemployed, was brought before Mr. Scrimgeour Smith in the Police Court to-day charged with the larceny of two table-cloths, one table napkin, one sheet and six pocket-handkerchiefs, all in all of the value of \$20, the property of the complainant. The complainant said the defendant was formerly employed by him as a house-crier, and on the 12th just he refused to obey orders and went away. Complainant had missed two sheets of the value of \$8 and had told defendant that if he did not recover them within fourteen days he would be given in charge. Defendant of his own accord went away because he had been asked to sweep the door. A barbers residing in Graham Street said defendant who was an acquaintance of his took a box and a parcel to his shop on the 12th inst., saying he was out of work and would like to live with witness for a few days. As witness could not accommodate him, defendant went away leaving the box behind. On the following morning a policeman came to witness's shop and forced open the box, in which were found the articles produced in Court. Defendant said the things had been left in his charge by another servant who had gone to Canton but was coming back again soon. Defendant knew that the things belonged to the complainant. His Honour sentenced defendant to six months' hard labour. Another charge was brought against the same man, namely, that of stealing clothing from the servants' quarters of the house in which he had been employed. For this he was sentenced to an additional period of four months' imprisonment with hard labour.

A GREAT SCHEME.—A scheme is under consideration in Mexico for tunnelling the volcano of Popocatepetl through the wall of the crater, in order to reach the immense sulphur deposits inside the mountain. A narrow-gauge railway will connect the tunnel with the town of Amecameca, which, in turn, will connect with the Morelos road leading to the national capital.—*English Mechanic*.

SHIPBUILDING AT BARROW.—A contract has just been concluded between the Pacific Steam Navigation Company and the Naval Construction and Armaments Company, of Barrow, under which the latter Company are to build for the former two large steamers of great power and speed for their line to the west coast of South America, via the Straits of Magellan. These steamers are to be 430 feet long, 49 feet broad, and 37 feet deep, and are expected to attain a speed of about 16 knots.

RESULT OF A JUBILEE CONGRESS.—The result of issuing a Jubilee coinage has been to lay up, in castings, drawers, and what not, something like half a million of gold. Who has ever seen a £5 coin tendered in payment? Yet the value of a quarter of a million of £5 pieces is £5,000 pieces. The £2 pieces amounted to the value of nearly £200,000. Who has seen one-half of a 'counter'? Speculators and half-savages will also be bound to expect they were coined in the Jubilee year, that when we say that half a million's worth of gold has been put uselessly by during the last two years, we are probably well within the truth.—*Court Journal*.

WHILE Mr. Holt Hallett is trying to induce the commercial community in England to take up the question of railway communication between Moulmein and South-Western China, Mr. Gordon, of Irrewaddy engineering fame, calls their attention to a rival line which would link Yunnan with Rangoon. In the course of his paper on the Mughal Ruby Mines, read before the Royal Geographical Society, Mr. Gordon referred to the Tounghoo-Mandalay Railway extension as forming 'the first instalment of the great iron highway for British commerce to South-Western China in the near future.' His argument is that, although Rangoon is only 800 miles from Rangoon, it is really in point of time and cost of freight further off than London. He looks upon the extension of the railway from Mandalay to Rangoon as indispensable for passenger and light traffic; which can then easily arrive in thirty hours to the frontier of China from Rangoon. Mr. Gordon's phraseology is a little uncouth, and his calculations are certainly all wrong, for the railways in Burma are narrow gauge, and the distance from Rangoon to Rangoon could certainly not be covered in 30 hours; 60 would be nearer the mark. But this sanguine engineer does not intend Rangoon to be the terminus of the line. He says:—'A continuation of the railway within Chinese territory, for 600 or 700 miles along the old trade route, will reach Yunnan-Fei, the capital of Yunnan, and a further extension of the same length to Su-Chau-Fu and to Chung-king-Fei will place the principal parts of Shu-sha and the navigable channel of the great artery of China, the Yangtze-kiang, within 100 miles from Rangoon, with less than 2,000 miles of railway, varying in cost from 6,000/- to 10,000/- per mile, so that an expenditure of 14,000,000/- sterling, of which 3,000,000/- has already been incurred, will bring Central China within twenty-six days' reach of London. This scheme certainly takes a bold breath away, but we are assured that the cost of traversing the mountain lines of China will be so, but we doubt if the 24,000,000/- will be found within the next 20 years for such a project. We would far rather see the Chittagong-Kachin line made at once, and an extension carried due eastwards, through Manipur and Kandahar to Rangoon. That at least is feasible, and it would give India

direct land communication with Upper Burma, and an outlet to the superabundant population of the Lower Provinces.—*Pioneer*.

Snowstorms in June.—The snowstorms of Saturday and Sunday (2nd and 3rd June) in Scotland were in every respect unprecedented. The thermometer fell suddenly in the north of Scotland on Friday evening, and for a period of about forty-eight hours it was colder over the greater part of Scotland than in my similar period of time in the month of June within human memory. Snow began to fall on the higher hills early on Saturday morning, and the fall was heavy and continuous, so that by Sunday evening every moderate height, as far south as central Perthshire and the north of Stirlingshire was thickly covered with snow. The unusually snow-covered was all the more abnormal, because at the very time when snow was falling in Scotland, the south-east of England, in common with France, Spain, and Portugal, enjoyed the first outburst for the season of gomme summer heat. London had 82 deg. in the shade at the same hour when Aberdeen and Dundee had only 41 and 42, so that the dividing-line between summer heat and winter cold was extremely narrow.

THAT our contemporaries at Singapore have to struggle against official obstruction in the way of preventing publicity being given to the proceedings of public boards may be gathered from the following extract from the *Singapore Free Press*—We print to-day minutes of the proceedings of a special meeting of the Municipal Commissioners on the 18th of June. These minutes are the first and only indication we have received of any meeting of the Commissioners being sent to the press, and now things have reached such a pitch that it is a matter for rejoicing that (as my fair correspondent tells us) crinolines and wobbling steel springs have ceased to impede the fond lover's courting, and have given place to the comparatively harmless cushions of the present day.

That of course a woman may as well be out of the world as out of the fashion, but fortunately the fashion changes, and it is a matter for rejoicing that (as my fair correspondent tells us) crinolines and wobbling steel springs have ceased to impede the fond lover's courting, and have given place to the comparatively harmless cushions of the present day.

That the Sanitary Board was not constituted for the purpose or with the option of delegating its authority or its duties to a Committee of three.

That the Chairman and its officers must act, in the intervals between the meetings, under a due sense of their responsibility to the Board and the public for which they act, subsequently laying their acts before the Board for endorsement or otherwise.

That if a meeting cannot be called, a round-robin could be circulated in an hour or two.

That the Board is responsible as a Board. That the worthy Surveyor General has shown an unexpected but laudable jealousy for the independence of the Board, but that he need not fear that its management will ever be allowed to slip into the grasp of any three members, official or non-official, so long as those busy Reporters of the press are present.

That it was not clearly defined at the last Board meeting whether the Sanitary Surveyor was under the direct orders of the Board or bound only to obey the Surveyor General, and that the public would very much like to know.

That the Board appears to be increasing its staff to the efficient point, and with a Sanitary Inspector (or Superintendent), a Sanitary Surveyor (or Engineer), a Sanitary Vet, and a small army of Inspectors.

That unless I mistake, the idea of a proclamation of advice to the natives never struck the authorities till the hint was given in this column, but I am glad to see it taken.

That our system of acting appointments and double-barrelled titles is beginning to excite the derision of outsiders, and in the name of common sense they should be abolished.

That shipmasters are beginning again to use strong language (they don't do so as a rule, *vide* a recent Shanghai case) about the way the junks were allowed to block up the western sections of the harbour during the last cyclonic period of Dr. Döberck's drum-boating; but that some alteration should be made for the sudden death of the principal Boarding Officer.

That no doubt our energetic Harbour Master will soon have matters in apple-pie order once more.

That death will capsize 'the boat-laid schemes of mice and men.'

That it would be interesting to know who is responsible for the design of the Torpedo-boat Shelter at Kowloon, which has simply spoiled a valuable piece of Government property.

That very much might have been made out of the site, and now Government must depend on the Dock Co.'s share for fitting their heavy weights, and might well auction the triangular ornament at the Naval Yard.

That I hear rumours of 6-inch guns and presume we shall have an instalment of the 'fictional' portions of female attire.

I rather emphasised the remark that 'fools rush in where angels fear to tread.'

That, however, 'Our indiscretions sometimes serve us well,' and I am delighted to have the opportunity of expressing my extreme obligation to the fair stranger within our gates, who so graciously illuminated the columns of last night's issue with a gentle criticism of my masculine temerity.

That henceforth I am a convert to the belief not only in the elegance but also the absolute necessity of postscript, to the female form.

That I regret to learn that your fair correspondent's stay among us is likely to be short.

That it is occasionally well 'to see ourselves as others see us,' and a little more friend-

ly criticism from a pen unaccustomed in malice would prove interesting, instructive and probably improving reading, if we have not yet reached that stage referred to by the small boy when describing his progress through the Shorter Catechism as 'past repentance over the leaf to sin.'

That, on the other side, it may be alleged with some show of reason that modistes are not able to improve very much upon the Divine original of the human form, and least of all upon the fair form of woman, which really requires but little extraneous aids from cushions or high-heeled boots to make it what it was meant to be a thing of beauty and a joy for ever' to its companion and champion.

That the movement in favour of rational dress for women had its origin in the excesses of the modistes, which threatened to disfigure or destroy all that is beautiful in the natural form.

That so long as a woman's dress is rational, modest, and suitable to the conditions under which she lives, it would be foolish to object to a few harmless aids to beauty. The horrors of tight-lacing and the over-high heels of the West, are not, if any, less marked than those of the cruel practice of feet-binding in China, and that 'irrational' is the word which properly describes all such departures from nature.

That of course a woman may as well be out of the world as out of the fashion, but fortunately the fashion changes, and it is a matter for rejoicing that (as my fair correspondent tells us) crinolines and wobbling steel springs have ceased to impede the fond lover's courting, and have given place to the comparatively harmless cushions of the present day.

That the Sanitary Board was not constituted for the purpose or with the option of delegating its authority or its duties to a Committee of three.

That the Chairman and its officers must act, in the intervals between the meetings, under a due sense of their responsibility to the Board and the public for which they act, subsequently laying their acts before the Board for endorsement or otherwise.

That if a meeting cannot be called, a round-robin could be circulated in an hour or two.

That the Board is responsible as a Board. That the worthy Surveyor General has shown an unexpected but laudable jealousy for the independence of the Board, but that he need not fear that its management will ever be allowed to slip into the grasp of any three members, official or non-official, so long as those busy Reporters of the press are present.

That it was not clearly defined at the last Board meeting whether the Sanitary Surveyor was under the direct orders of the Board or bound only to obey the Surveyor General, and that the public would very much like to know.

That the Board appears to be increasing its staff to the efficient point, and with a Sanitary Inspector (or Superintendent), a Sanitary Surveyor (or Engineer), a Sanitary Vet, and a small army of Inspectors.

That unless I mistake, the idea of a proclamation of advice to the natives never struck the authorities till the hint was given in this column, but I am glad to see it taken.

That our system of acting appointments and double-barrelled titles is beginning to excite the derision of outsiders, and in the name of common sense they should be abolished.

That shipmasters are beginning again to use strong language (they don't do so as a rule, *vide* a recent Shanghai case) about the way the junks were allowed to block up the western sections of the harbour during the last cyclonic period of Dr. Döberck's drum-boating; but that some alteration should be made for the sudden death of the principal Boarding Officer.

That no doubt our energetic Harbour Master will soon have matters in apple-pie order once more.

That death will capsize 'the boat-laid schemes of mice and men.'

That it would be interesting to know who is responsible for the design of the Torpedo-boat Shelter at Kowloon, which has simply spoiled a valuable piece of Government property.

That very much might have been made out of the site, and now Government must depend on the Dock Co.'s share for fitting their heavy weights, and might well auction the triangular ornament at the Naval Yard.

That I hear rumours of 6-inch guns and presume we shall have an instalment of the 'fictional' portions of female attire.

I rather emphasised the remark that 'fools rush in where angels fear to tread.'

That, however, 'Our indiscretions sometimes serve us well,' and I am delighted to have the opportunity of expressing my extreme obligation to the fair stranger within our gates, who so graciously illuminated the columns of last night's issue with a gentle criticism of my masculine temerity.

That henceforth I am a convert to the belief not only in the elegance but also the absolute necessity of postscript, to the female form.

That I regret to learn that your fair correspondent's stay among us is likely to be short.

That it is occasionally well 'to see ourselves as others see us,' and a little more friend-

ly what happened during the last year and the money that was wasted, and a repetition will ensure some plain statements being made in the proper place. That considering the number of somewhat inferior cigars now in consumption, a short ordinance seems much wanted compelling every smoker to consume his own smoke.

That the same ordinance might with great benefit be extended to the numerous steam-launches that daily and quite unnecessarily, much to the annoyance of the public, pollute the atmosphere.

That the playful way in which the 'fairy clouds of the desert' have lately been departing themselves in Albert Road and other places proves the correctness of the Indian Baboo's description—the horse is a noble animal, but when irritated does not always do so.

That it seems to me the Hongkong chair-couloir is very rapidly and successfully becoming 'master of the position.'

That the exercise of a little more care on the part of those entangled with blasting operations is much wanted.

That I will not 'harrow' the feelings of your readers with details of a narrow escape I had recently of being ploughed up by a gyrating boulder.

That though life is not entirely 'all beer and skittles,' even in Hongkong, I have no wish to fall a victim to Chinese carelessness, and have it recorded of me that I was almost to death.

That I almost shudder to think of the tremendous traffic which would ensue for the Peak Tramway if the insatiable *Camerata Obscura* were placed at the upper end.

That a tea-house and a new-fashioned Western *Pop* show will be almost too much for the Celestials.

That I likewise tremble for Thomas the Diner, especially when his butlers and bakers become rebellious.

That Thomas the Great evolves the most amazing dinners at a moment's notice, whether he has any cooks and butlers or not, and however great the numbers who may besiege him 'he always gets there somehow.'

That two hundred years ago Thomas would have been burnt for a wizard.

That the Pescadores by cable, and Tamsui with Foochow, and there is hope that before the close of the season of 1858 we shall be connected overland with Tamsui and the world. Our roadsteads at Anping and Takow answer fairly well in the north-east monsoon, when a large share of our exports is shipped, but are dangerous during several months of the south-west monsoon.

A comparatively small expenditure in dredging the bar and inner port of Tamsui would make possible the best of the Formosa ports, easily defended, and useful for naval purposes.

That the *Peak* would be obviated by the use of steam vessels adapted to the shallow waters of the little port. Lightly constructed railroads, avoiding where possible the courses of the dangerous summer torrents, and connecting the richest sugar districts with the port, would greatly lower the cost of our sugar, the freight charges from districts distant but a few dozen miles from us being often as much as for the hundreds of miles of the remaining journey by steamer or sailing vessel.

That roads are not forthcoming, a great saving could be effected for a small expenditure of ready money by straightening, widening, and raising the existing roads and paths, under the general direction of the provincial authorities, but by the labour, or at the cost, of the inhabitants of each place concerned, due care being taken to guard their interests. At present, where the roads are worn below the level of the country they become torrents instead of roads during the heavy rains. It would be necessary also to improve the pattern of the wheels of the rickshaws carts now in use on some of the best roads. In some parts of the country a system of canals might be found preferable to roads.

That the *Peak* would be a great benefit to the trade, and would increase the value of sugar, and the *Pop* would produce a much better quality of sugar at much less expense. The substitution of scientific cultivation for antiquated methods would complete what was needed to secure the prosperity of the *Peak*.

That the *Peak* would be a great benefit to the *Pop* if the *Peak* tramway is placed at the upper end.

That a tea-house and a new-fashioned Western *Pop* show will be almost too much for the Celestials.

That I likewise tremble for Thomas the Diner, especially when his butlers and bakers become rebellious.

That Thomas the Great evolves the most amazing dinners at a moment's notice, whether he has any cooks and butlers or not, and however great the numbers who may besiege him 'he always gets there somehow.'

That two hundred years ago Thomas would have been burnt for a wizard.

BROWNIE.

CORRESPONDENCE.

CUSHION VERSUS BU TLE.

July 14, 1858.

DEAR BROWNE.—Has the beauty of natural form entirely vanished from the civilized world? Surely we must correct our ideas of grace and beauty, and in future let the *Pop* of Cleopatra, Portia, Juliet, and others appear in the stage in *stiff* *crinolines* and *Madame Heels*. The old Greeks were evidently ignorant of the true line of beauty as discovered by modern fashion. Venus now to be graceful *wants* *making* at the heels, a *light* (not too *light*) *laced* *waist*, and a *small* *Cushion*. *Pop* *comes* under the influence of evolution and selection we may see truly graceful, well-shaped women, with natural *high* *heels*, a *waist* of *brick* and *mortar* and *quite* *rigid*, and with a *highly* *graceful* *protruding*

THE TYRANNY OF THINGS.

You weep, my Lill, above the page,
That tells the 'ancient wrong,
Of captives tears and tyrants' rage,
And we are oppressed by strong.

Your poor know a sterner thrall,
A harder yoke he sings—
The bondage of the Very Small,
The Tyranny of Things.

And truly ours is hardest fate,
Our lot more hopeless far,
Who scarcely feel our lost estate,
Or know what slaves we are.

Slaves to life's thousand small demands,
Its toil, its fret, its care;
Slaves to our homes, our goods, our lands,
Slaves to the clothes we wear!

Slaves to the cherished things we fold
In careful closets shut,
The plate we store, the books we hold
Too choice to read—or cut!

Slaves—ah, to what a host of things!
Poor Gulliver to quack
Beneath a web of threads and strings
We know not how to break!

Give place, Oh, 'Tamerlane the Great,'
Sovereign, Ptolemy!
I sing the bond to whose hard weight
Your chains were liberty.

The yoke more strict than despot's thrall,
More stern than rule of kings—
The hardest tyranny of all,
The tyranny of things!
—Robert Troubridge, in the *Century Magazine*.

A LOST OPPORTUNITY.

'She comes! I hear the murmur
Of the leaves that rush to meet her,
The joyful carol of a thrush
That splits his throat to greet her,

Through Autumn's shimmering mist she comes,
That veil for Summer's dresses,
With Winter's diamonds at her throat,
And Spring flowers in her tresses.

The baby stars laugh out in glee,
The jasmin hulu was brightly,
The moonbeams dance about her foot,
The night-breeze fans her lightly.

Ah! well I know these cloudy skirts,
And laces that entold me,
That graceful poise of dainty head,
Those curves of cheek and shoulder!

With rapturous joy I think that I
Shall soon have held and kissed her—
A spring—a clasp—a little shriek—
Confidit I 'twas my sister!
—G. Courtenay Walker in the *Century*.

THE FIREFLY AND THE LIGHTNING.

I sat and watched the walls of night,
With cracks of sudden lightning glow,
And listened while with clumsy might
The thunder walloped to and fro.

The rain fell softly now; the squall
That to a torrent drove the trees,
Has whirled beyond us to let fall
Its tumult on the whitening seas.

But still the lightning crinkled keen,
Or flittered fitful from behind
The leaden drifts, then only seen,
That rumbled eastward on the wind.

Still as gloom followed after glare,
While bated breath the pine trees drew,
Tim Salmones of the air
His minute bolts the fiery throw.

He thought, no doubt, 'Those flashes grand,
That light for longues the shuddering sky,
Are made, a fool could understand,
By some superior kind of fly.'

'Ho's of our race's elder branch,
His family arms the same as ours,
Both born the twi-forced flame to launch
Of kindred, if unequal, powers.'

And is man wiser? Man who takes
His consciousness the law to be
Of all beyond his ken, and makes
God but a bigger kind of Me!
—From 'Heartsease and Rue,' by James Russell Lowell.

MISTRANSLATIONS.

CURIOUS CASES OF MISTAKES AND PERVERSIONS OF MEANING.

That in many cases it is difficult to adequately reproduce the text of Shakespeare, and, indeed, that of many other of our poets, in a foreign language, must be admitted, although the Germans have frequently been remarkably happy in their attempts in this direction.

On a par with these is the rendering of Cibber's comedy of 'Love's Last Shift' as 'La Derniere Chanson de l'Amour' (Love's last shirt)—translating the title of Congreve's tragedy 'The Mourning Bride' by the phrase 'L'Epouse du Matin' (the Morning Bride) and in calling Sir Walter Scott's novel 'The Bride of Lammermoor' 'The Bride de Lammermoir.'

The works of various English prose writers have, in some places, been incorrectly translated, owing to the fact that in the original a phrase or word has been used in a purely technical sense. An English historian, referring to an incident in the Seven Years' War, said that Lord George Sackville was 'broken' for cowardice at the battle of Minden, employing this expression as a synonym for cashiered. A French writer, quoting that paragraph, translated the word 'broken' as 'riven,' which means broken on the wheel; and he appended a note to the statement, in which he commented strongly upon the barbarity of inflicting—*for a purely military offence—a punishment which, in France, was reserved for crimes only of the deepest dye.*

Miss Cooper, a daughter of the American novelist, states that when in Paris she saw a French translation of her father's tale, 'The Spy,' in which there were several mistakes; but one of them was such that it was almost incredible that any one could possibly have been guilty of it. The residence of Mr. Wharton, one of the characters who figure in the story, is spoken of by the author as 'The Locusts.' Now, the translator had been evidently ignorant of the circumstance of there being any species of tree bearing this name. Having, therefore, looked out the word in his dictionary, and finding the definition to be given as 'Les Sauterelles'—grasshoppers—thus he rendered it in the text. Presently, however, he came across a paragraph in the novel in which it was stated that a visitor to the house of Mr. Wharton had tied his horse to a locust. Then it might be naturally supposed that the translator would at once have discovered his error. Not a bit of it.

His reasoning would appear to have been, on a parity with that of a celebrated countryman of his, when he declared that 'if the facts do not agree with theory, so much the worse for the facts.' Nevertheless, the writer seems to have been convinced that some explanation was due of

extraordinary a statement as that a horseman had secured his steed to a grasshopper. Consequently he went on to gravely inform his readers that in America these insects grow to an enormous size, and that, in this case, one of these—dead and stupefied, of course—had been stationed at the door of the mansion for the convenience of visitors on horseback.

In comparison with this stupendous blunder the following mistake of another French littérateur in translating a sentence in one of Sir Walter Scott's novels becomes quite a trifle. M. de la Motte, in the text that some of the characters who figure in the tale had a 'Welsh rabbit' to support, the translator was not aware that the term was applied to toasted cheese, rendered the passage as 'un lapin de Wales.' Not content with this, he inserted a foot-note informing the reader that the rabbits of Wales were of such surprising flavor that they were in great demand in Scotland (the scene of the story), and consequently they were imported to that country in considerable numbers. No author's was given for the assertion, and it is pretty evident that the idea of the writer must have been evolved from his inner consciousness.

Again, a Mousieur Bouchette, engaged in writing a life of a German author, Jacob Boehm, gave in an appendix a list of his works. 'None of these was a criticism on a treatise by Isaiah Syphil, a contemporary theologian writer. The pamphlet of Boehm was entitled in the original, 'Reflections Upon Isaias Syphil.' Now, in German, the word 'Stiefel' means boot, and M. Bouchette was ignorant of the fact that it was also a family name. He therefore—knowing that the subject of the brochure in question was scriptural—fell into the ludicrous error of translating the title of it as 'Reflections sur les Bottes d'Isaie.'—Reflections Upon Isaias' Boots.'

THE TYRANNY OF THINGS.

extraordinary a statement as that a horseman had secured his steed to a grasshopper. Consequently he went on to gravely inform his readers that in America these insects grow to an enormous size, and that, in this case, one of these—dead and stupefied, of course—had been stationed at the door of the mansion for the convenience of visitors on horseback.

It is a question of temperament whether anybody is happy. Life couldn't be lived if we see the whole of it before us. We must take it by minutes, and God gives us courage and power to conquer the trials of every day.

The beginning and end of every accomplishment is to enable us to make somebody happy, and we generally end by cheating ourselves into a great deal of happiness by the way. But if we start out in pursuit of our own happiness, we are very apt to have an overturn on the road.

There is in all young persons a love of that sweet, irrepressible, intoxicating pleasure known as dancing, and when every other attempt at an evening entertainment fails, that comes in. Then there is the love of tennis, the polo, the hunt, the opera, the theatre, the drive in our great crowded city, all awaiting the fashionable and the well-to-do. It would seem as if this were enough. But it is not in that in set that the inquirer finds the people who complain of curtail.

The typhoon is moving slowly W. N. Westward, but continues raging in Northern Luzon. The centre appears to be situated S.W. of Formosa. Bad weather may be expected in the Formosa Channel.

THE CHINESE MAIL.

THE paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Two Dollars Forty Cents including postage to Coast ports.

It is the first Chinese newspaper ever issued under purely native direction.

The chief support of the paper is of course derived from the native community, amongst whom also are to be found the contractors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Hongkong, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and even-increasing circulation.

The advantages offered to advertisers are unusually明白, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commanded Chinese belief and interest, while on the other it deserves every aid obtainable in application.

Advertisers, who have paid full fare, to

make use of the services of China or

Japan, or Europe.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,

China Mail Office.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

China Mail Office.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 501, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, July 3, 1888. 1103

QUEEN FIRE INSURANCE CO. M.

PANY.

THE Undersigned, Agents for the above

Company, are authorized to insure

against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE CO. M.

PANY.

THE Undersigned, Agents for the above

Company, are prepared to ACCEPT

RISKS against FIRE at Current Rates.

NORTON & Co.

Agents.

Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows—

Marine Department.

Policies at current rates, payable either

in London, or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for sum not exceeding

25,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Government Notification.

No. 56.

HARBOUR DEPARTMENT.

The following Rules regarding signalling

at the Peak are published for general information.

By Command,

FREDERICK STEWART,

Acting Colonial Secretary,

Colonial Secretary's Office,

Hongkong, 17th February, 1883.

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX,

DUNKIRK AND ANTWERP.

Life Department.

Policies issued for sum not exceeding

25,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Government Notification.

No. 57.

HARBOUR DEPARTMENT.

The following Rules regarding signalling

at the Peak are published for general information.

By Command,

FREDERICK STEWART,

Acting Colonial Secretary,

Colonial Secretary's Office,

Hongkong, 17th February, 1883.

THE CHINESE MAIL.

No. 58.

HARBOUR DEPARTMENT.

The following Rules regarding signalling

at the Peak are published for general information.

By Command,

FREDERICK STEWART,

Acting Colonial Secretary,

Colonial Secretary's Office,

Hongkong